

63-4489

31 May 1963

card
Mr. Najeeb Halaby
Administrator
Federal Aviation Agency
Washington 6, D. C.

Dear Jeeb:

I want to tell you how very much we appreciate the courtesy your Agency recently extended to the Fine Arts Commission of CIA. We are working on the problem of interior decoration in this building and have been devoting considerable time to reviewing what other organizations with new buildings have done in this regard. FAA was commended to us as being outstanding, and [redacted], who brought our Commission over to your building, returned with enthusiasm about what you have accomplished.

STAT

Mr. McEnrue of Miss Mary Healy's office devoted considerable time to briefing and escorting our Commission and we are most appreciative of his efforts.

MA
Please convey our thanks to your staff, and we would be happy to reciprocate in any way that we could.

I follow with interest your activities in the paper and it would seem to a rank outsider that you have made considerable progress.

With my very best wishes, as always,

Sincerely yours,

1/3
Lyman B. Kirkpatrick
Executive Director

LBK:drm

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(EXECUTIVE REGISTRY FILE)

65-59910

card
1 JUL 1969

The Honorable Hajjeh E. Halaby
Administrator
Federal Aviation Agency
Washington 25, D. C.

Dear Mr. Halaby:

Mr. McCone was pleased to have the opportunity to examine your Committee's draft report on U.S. international air transport policy prior to its submission to the President. The report is a sound and helpful presentation of the many problems involved in formulating policies designed to advance and maintain the competitive position of U.S. international air carriers.

Although the summary stresses principally the issues arising in relation to the air carriers of the more advanced Free World nations, it does show some awareness of the many problems associated with international air transport in the less-developed areas of the world. The unique problem that arises in under-developed areas is treated with necessary emphasis in the main body of the report. This aspect is of increasing significance as the Sino-Soviet Bloc continues its efforts to influence the development of civil aviation in these areas.

We feel that your report renders a distinct service in attempting to reach a workable balance between normal economic considerations and strategic or policy considerations. The necessity of formulating U.S. air policy on other than economic factors can be critical in those many areas of the world where the Soviet Bloc stands ready to fill quickly any vacuum created by the withdrawal or inaction of the leading Free World commercial air powers. I need only to note the recent Soviet success in obtaining extremely important air rights from Sudan. This particular agreement may provide the keystone from which the Soviet air carrier can extend its routes throughout Africa. The problems caused by the inability of the Western powers to agree upon assistance to a Somali airline and the resulting Soviet offer to provide aviation assistance and to negotiate an air agreement is another example of Soviet willingness to supplant Free World commercial aviation.

S - DD/I
I - DD/I

Faithfully yours,

Marshall S. Carter
Lieutenant General, USA
Acting Director

CONCURRE

[Redacted signature box]

DEPUTY

Excluded from automatic downgrading and

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Executive Registry

103-399

FEDERAL AVIATION AGENCY
Washington 25, D.C.

16 JAN 1963

OFFICE OF
THE ADMINISTRATOR

January 15, 1963

Dear Mr. McCone:

You will find enclosed two copies of a report on U. S. international air transport policies, which is the product of a sixteen-month study conducted by an Interagency Steering Committee, supported by an outside research contractor. At the time the President asked me to serve as chairman of this committee, in September 1961, he also asked me to guide these recommendations through the Executive Branch, even though there might be dissent as to some of them.

It was understood that this should be "completed staff work," not requiring further coordination after he received it. Therefore, as a member of the Executive Office staff rather than as Administrator of the Federal Aviation Agency, I am sending you these copies in order to obtain your views. Since it is intended to talk with the President as early as January 21, 1963, it would be appreciated if you could give me your comments by January 19, 1963. Of course these will be passed on to the President in the course of my discussion with him next week.

Since the departments and agencies primarily and directly interested in this subject served on this Steering Committee, we believe that other departments or agencies, including yours, may be satisfied to comment upon the summary, and to penetrate further only into those subjects of greatest interest to you. We do not contemplate publication of this document but do expect to prepare an unclassified, publishable version of it.

Thank you for your prompt attention to this long-needed document.

Sincerely yours,

N. E. Halaby
N. E. HALABY
Administrator

Enclosure

Honorable John A. McCone
Director
Central Intelligence Agency
Washington 25, D. C.

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JAN 1963

*Copies of the report also above
returned to FAA*

SENDER WILL CHECK CLASSIFICATION TOP AND BOTTOM					
UNCLASSIFIED		CONFIDENTIAL		SECRET	
CENTRAL INTELLIGENCE AGENCY OFFICIAL ROUTING SLIP					
TO	NAME AND ADDRESS	DATE	INITIALS		
1	DD/I	16 Jan			
2					
3	AD/RR 4F18 Hz.	18 Jan			
4					
5	o/DD/I 7E32 Hz				
6					
ACTION		DIRECT REPLY	PREPARE REPLY		
APPROVAL		DISPATCH	RECOMMENDATION		
COMMENT		FILE	RETURN		
CONCURRENCE		INFORMATION	SIGNATURE		

Remarks:

③
 FAA asks for comments by 19 January.
 Please have response in ^{o/DD/I} ~~this office~~ not later
 than ^{noon,} ~~earl~~ b. 18 January.

FOLD HERE TO RETURN TO SENDER	
FROM: NAME, ADDRESS AND PHONE NO.	DATE
Executive Director	16 Jan 63

ER 62-3496/a

26 MAY 1962

✓
Lieut. Gen. Harold W. Grant, USAF
Acting Administrator
Federal Aviation Agency
Washington 25, D. C.

Dear General Grant:

I have your letter of 22 May and want to thank you very much for your offer to provide us with information concerning the leasing of large aircraft.

Should we have occasion to use such aircraft, we will get in touch with Mr. George C. Prill, as you suggested.

Faithfully yours,

(Signed) Marshall S. Carter

Marshall S. Carter
Lieutenant General, USA
Deputy Director

STAT

O/DCI/[]:rap(24 May 62)

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(EXECUTIVE REGISTRY FILE *IAA*)



FEDERAL AVIATION AGENCY

Washington 25, D.C.

Executive Registry

62-3496

MAY 22 1962

OFFICE OF
THE ADMINISTRATOR

Dear Mr. McCone:

It is gratifying to note that our letter of April 10, 1962, offering the services of this Agency to other agencies desiring information regarding supplemental and commercial carriers has been enthusiastically received, and that many agencies have already availed themselves of our services.

It has also been brought to our attention that some agencies enter into lease agreements for large aircraft from time to time in order to transport their key executive personnel and/or cargo. Such aircraft have on occasion been obtained from organizations other than supplemental and commercial carriers.

In order to assure the contracting agency that the aircraft meets the proper airworthiness certification standard, I am further offering our services to provide all interested agencies with appropriate information. I have particular reference to large aircraft such as converted military equipment.

If we can be of assistance, please contact Mr. George C. Prill, Director of our Flight Standards Service.

Sincerely,

A handwritten signature in cursive script, reading "Harold W. Grant", is positioned above the typed name.

HAROLD W. GRANT
Lieutenant General, USAF
Acting Administrator

Honorable John A. McCone
Director
Central Intelligence Agency
Washington 25, D. C.

MEMORANDUM FOR: Mr. Kirkpatrick *LBR*

General Carter

Attached is the proposed reply to
General Grant. Also attached is Mr. Halaby's
10 April letter and a copy of our 18 April reply.

Noted.
LBR

mm
AAB
24 May62
(DATE)

FORM NO. 101 REPLACES FORM 10-101
1 AUG 54 WHICH MAY BE USED.

(47)